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TWICE A WEEK. \$1.50 A YEAR

Journal and Herald Scout Cars on Way to Newberry

NEWBERRY PILOT CARS ON WAY TO MEET THEM

SCOUT CARS LEFT ATLANTA YESTERDAY MORNING.

Will Probably Reach Newberry Some Time This Afternoon From Greenwood.

Atlanta, Ga., June 14. Herald and News: Journal and Herald scout cars left Atlanta eight-forty this morning.

Atlanta Journal.

Atlanta, Ga., June 14th, 3.25 p. m. Herald and News:—Scout cars arrived Monroe, Georgia, at five fifteen. Distance from Atlanta sixty-seven miles.

Atlanta Journal.

As a result of the work done in the past few days in presenting Newberry's claims to a place in the picture on the proposed great capital-to-capital automobile highway between New York and Atlanta, and thence on to Florida, the scout cars of the Atlanta Journal and the New York Herald, in locating this route, will pass through Newberry. It is probable that the cars will arrive in Newberry some time this afternoon, and it is very much hoped that the party can be induced to spend the night here.

Newberry Sends Pilots.

Cars from Newberry left yesterday for Greenwood to pilot the scout cars here. The Newberry pilot cars took three different routes, it having been decided to take the three most practicable routes and then to compare notes after reaching Greenwood and bring the scout cars to Newberry by the best route of the three.

The Proposed Highway.

The plan of building a great automobile highway from New York to Atlanta and thence to Florida was inaugurated some time ago by the Atlanta Journal and the New York Herald, and it has been enthusiastically received and encouraged by the people of all the sections to be traversed. Three routes have been urged. One of these has already been traversed by the Journal and Herald cars from New York to Atlanta coming into South Carolina from Charlotte, and passing through Gaffney, Spartanburg, Greenville and Anderson, and thence to Atlanta. The second route will be traversed on the return of the cars to New York—the capital-to-capital route, in which Newberry wants and must have a place. The other route is known as the Bristol route, along the line of the formerly celebrated route by Bristol, Tenn., which would traverse a section of country further west than the other two routes.

Of the three routes, the capital route is most generally favored, and with the proper encouragement from the people along the route, it ought to be selected.

Nothing in recent years has done more to stimulate an interest in good roads than the spying out of this proposed great highway from the nation's metropolis, through the nation's capital, on to the southern coast.

Newberry Secures Visit of Scouts.

When it was learned in Newberry last week that the Journal and Herald cars would start yesterday on their return to New York, spying out the proposed capital route, Dr. O. B. Mayer, president of the chamber of commerce, took up the matter, in the effort to induce the cars to come to Newberry. It was urged, and justly, that Newberry was logically on the route, considering both distances and the condition and quality of the roads. It was thought at that time that the scout cars would come by Laurens, and President Mayer appointed a committee, composed of Mr. C. T. Summer, Dr. F. D. Mower, and Mr. R. H. Wright, to meet the party at Laurens, if it was decided to take that route from Greenwood to Colum-

bia.

At that time Newberry was not on the map which the Atlanta Journal had published of the proposed route. Mr. E. H. Aull, editor of The Herald and News, had been in Atlanta a few days before, and while there he had a talk with Mr. James R. Gray, editor and manager of the Atlanta Journal, and in the course of the conversation it was suggested that the route be located via Newberry.

On Saturday Mr. Aull got in communication by telephone with Mr. John S. Cohen, managing editor of the Atlanta Journal, who is in charge of the Journal's scouting party, again urging that the route be located by Newberry.

The following correspondence by wire, which ensued on Saturday, explains itself:

Misleading Information From Columbia.

"E. H. Aull, Newberry: We are informed from Columbia 'that the road between Abbeville and Newberry is horrible on account of the crossings of the Saluda river and the three-mile-wide swamp at Chappells between Greenwood and Newberry.' Is this information correct? If so, is there no other route so as to avoid Saluda crossing and swamp? Kindly answer promptly. We are strongly urged to abandon trip through your section and go via Augusta."

"The Atlanta Journal."

"John S. Cohen."

The Facts Given.

"Newberry, June 12."

"John S. Cohen, Atlanta Journal. Atlanta, Ga.: The information sent out from Columbia as to swamp at Chappells is misleading. We do not and never have proposed to bring the party via this route, and do not intend going through the swamp referred to. The route above has no swamp, and the route from here to Greenwood, I am told, is in good condition. All automobiles from Columbia to Greenwood or the up-country come via Newberry. From Abbeville to Augusta is practically down the Savannah river. We have never thought of going through the swamp at Chappells, but expect to take a route above Chappells. Mr. Chipley at Greenwood says the route from here to Greenwood is in good condition. He has frequently traveled it. From here to Columbia is a ridge on water shed between the two rivers, and no streams until Broad river at Columbia."

"E. H. Aull."

Decided to Come by Newberry.

"Atlanta, June 12, 1909."

"E. H. Aull, Newberry: Your telegram received. Replying on information contained therein, we will follow route suggested, Abbeville, Greenwood, Newberry, Columbia."

"John S. Cohen."

Prior to this correspondence by wire, Mr. Aull had also written a personal letter to Mr. Gray, editor of the Journal, in regard to the matter, which the Journal in its issue of Sunday prints among the information upon which it relied in selecting the route by Newberry.

What's the Matter With Columbia?

It seems that for some reason Columbia, or some parties in Columbia, wanted the route to Columbia by Augusta, and not by Abbeville, Greenwood and Newberry, and they interested themselves in trying to have it made by Augusta, notwithstanding the fact that Columbia would not be affected, being on the route, no matter which route to Columbia was chosen. In the Columbia State of Sunday morning it is stated that "for some reason Augusta is not made to figure in the itinerary of the present 'pathfinding' scheme but as the findings of these scouts are not to definitely determine the ultimate selection of the roadway, it is certain that Augusta will be heard from in good time. In fact, the newspapers which are blowing so hard now have never done much in the past to build roads."

The Columbia Record of Saturday afternoon said that "Columbia has considered that the best route from Atlanta is by Augusta."

The Atlanta Journal of Sunday says:

"Automobilists of Columbia in personal letters to friends in Atlanta Saturday urged a change in the plans of The Journal-Herald scout cars, one writing 'that the road between Abbeville and Newberry is horrible on account of the crossings of the Saluda river and the three-mile wide swamp at Chappells, between Greenwood and Newberry.'"

"The Journal immediately investigated the reports and telegrams from leading citizens in Abbeville, Greenwood and Newberry show that the automobilists had in mind a different route from the one to be traversed by the scouts. The cars will go as originally planned via Abbeville, Greenwood, Newberry, thence on to Columbia."

It will be seen that, notwithstanding Columbia's efforts, the scout cars are coming to Newberry.

The people of Greenwood were also in communication with Atlanta on Saturday, working with Newberry for the location of the route.

Pilot Cars Go to Meet Scouts.

Three parties went to Greenwood yesterday to meet the scout cars. Dr. F. D. Mower and Dr. W. E. Pelham, Jr., drove Dr. Mower's car, via O'Neill bridge over Bush river, thence by Zion church and the long bridge over Little River to Williams' store, and from there by Vaughnville to Cross Hill and Greenwood.

Mr. W. C. Moran drove Mr. Z. F. Wright's White Steamer, in which were Mr. E. H. Aull, Mr. R. Herman Wright and Supervisor Feagle, to Williams' Store along the same route taken by Drs. Mower and Pelham, and from Williams' store on over the railroad bridge between Chappells and Dyson, by Ninety Six and on to Greenwood.

Capt. W. S. Langford's Ford runabout, with Mr. W. C. Waldrop at the wheel and Mr. Langford on board, took the Belfast road over the O'Neill bridge and by Longshore's store to Cross Hill, and then on to Greenwood.

Dr. Mower's car and Capt. Langford's car will meet at Cross Hill and proceed to Greenwood together.

The Trip to Newberry.

At Greenwood the three cars will compare notes of the routes traversed, and decided on the best route to Newberry. If the Cross Hill route is selected, as seems probable, the crossing of Saluda river will probably be made at Smith's bridge, and the probable road from Cross Hill to Newberry will be by Belfast and on by Longshore's to Newberry.

In any event, the cars will come into Newberry across the O'Neill bridge over the Bush river. The route into the city will then be by the place of the late Mr. T. M. Neel, thence up O'Neill street to Drayton street, thence through Drayton street to Boundary street, thence down Boundary to Caldwell street, and along Caldwell street to the Newberry hotel.

Reception Here.

The party will be tendered a reception on their arrival in Newberry, and will be urged to spend the night here. The full program of the entertainment to be accorded them during their stop in Newberry has not yet been completed.

The Probable Itinerary.

The cars left Atlanta Journal office yesterday morning at 8 o'clock for their long trip to Herald Square, at Broadway and 34th street, New York. Their progress, of course, will be determined largely by the character of the roads and the condition of the weather, but when the start was made the tentative itinerary provided for reaching Elberton last night. The points in Georgia which it was planned to reach yesterday were: Decatur, Stone Mountain, Lithonia, Conyers, Covington, Social Circle, Monroe, Athens, Elberton. The Atlanta Journal of Sunday said in regard to the second day's trip (Tuesday): "The scouts have less positive information concerning the second day's run, because less is known South Carolina road that are to be traversed. It is probable, however, that the itinerary for Tuesday will take the scouts and their escorts through Abbeville, Greenwood, and Newberry."

Personnel of the Party.

The Journal car is a big Oldsmobile, and the Herald car is a White Steamer. Of the personnel of the party the Atlanta Journal of Sunday says:

"Henry J. Lamar, of Macon, owner of The Journal Oldsmobile, will go through to New York with the car. Mr. Lamar has few equals when it comes to driving an automobile. He has an intimate knowledge of country roads, generally speaking, and he can manage his sturdy 'Olds' in any emergency."

"Major John S. Cohen, managing editor of The Journal, who came through from New York on the first scouting trip, will return and direct The Journal's scouts. He will be a passenger in the big Oldsmobile. Dr. G. W. Lee, of Macon, who has toured with Mr. Lamar on several other occasions, and who himself is a road expert, will be in The Journal party, as will also Inman-Gray, son of Jas. R. Gray, editor and general manager of The Journal. Young Mr. Gray accompanied the scouts on their first trip, and has gathered a lot of valuable information about cross country touring."

"The Herald's escort—the same stanch White steamer car that brought the Herald's scouting party from New York to Atlanta—will be in charge of Hamilton Peltz, staff correspondent and personal representative of the Herald management. E. W. Gans, southern manager of the White Steamer company will be a passenger, and Bob Lambert, a famous driver will be at the wheel."

"Lathan Lazarnick, the recognized champion out-door photographer of America, who made so many friends by the geniality of his nature on the original trip down from New York, will form another of the Herald's escort. Mr. Lazarnick returned from Atlanta to New York immediately after the scouts reached Atlanta last Saturday week. He is expected to reach Atlanta from New York this morning at 10 o'clock on the Southern railway's Birmingham special."

"Wright Brothers Honored. Washington, June 10.—The appreciation, wood will and congratulatory of the American people were today extended to Wilbur and Orville Wright, the American aviators, by the President of the United States. The occasion was the presentation of the gold medals awarded to the Wright brothers by the Aero Club of America, to commemorate the conquerer of the air. In the presence of distinguished statesmen, foreign diplomats, the members of the Cabinet, noted scientists and prominent aeronauts the aviators, the two inventors of the first successful flying machine heavier-than-air, received the first public recognition of their achievements for their fellow countrymen."

What Every Baby Knows.

That he isn't responsible for being here, says Life.

That he hates company.

That his mother is a weak-minded individual who gives in on every occasion and the slightest provocation.

That his father is a strange being who has no other place in the scheme of things than to be rough and awkward.

That colic apparently is no respecter of persons.

That germless milk is a great trial.

That waking up in the dead of night and again at an unearthly hour of the morning, give that variety of life which is said to constitute its chief charm.

That the process called 'smuggling' is no joke.

That all doctors are fakers.

That the average park consists of one policeman, almost entirely surrounded by trees.

That to eat, drink and be noisy is the chief end of all mankind.

An Old Acquaintance.

"Oh Ethel, I'm so glad you've called! I'm sure you'd like to see The beautiful engagement ring That Jack last night gave me!"

"Oh, do not trouble!" Ethel purred. Her pretty cheeks aglow.

"I've seen it, dear—now let me think About two years ago!"

—London Opinion.

The Story of the Checks.

Mr. C. W. Dudley's Testimony in 1907 and His Affidavit in 1909.

News and Courier.

Columbia, June 13.—There is a story to be gleaned from last week's session of the dispensary winding up commission. It might be called the "Story of the Checks."

In the consideration of the matter two statements or series of statements are to be placed side by side.

One is the testimony offered by C. W. Dudley before the dispensary winding up commission in Attorney General Lyon's office on May 3, 1907.

The other is the affidavit offered last afternoon by Dudley through his attorney.

Here are the two side by side:

Mr. Dudley's Testimony (1907.)

"Mr. Lyon took up the matter of the checks. He exhibited one for \$750, which the witness (Dudley) identified. This was the check drawn by Mr. Dudley on the Palmetto National Bank. The check was dated December 16."

"Q. What did you do with that money? A. I didn't intend to account for the disposition of that \$750 in telling you about my expense. That \$750 did not come near paying my expenses on that one trip during the holidays."

"Q. You stated that this money was used by you to pay your expenses to Lexington, Peoria and Chicago, and for other purposes? A. I wish to correct that statement. This didn't come near paying my expenses on that trip."

"Q. You stated, I believe, that you left Columbia between December 15 and December 20? A. I find now that I left about the morning of December 23."

"Another check for \$400 was exhibited. He said he did not draw this out for any special purpose 'just to put it in my pocket.' He said he had \$1,500 in his pocket at that time, and that this was not included in any of the money which he had drawn out from the Palmetto National Bank."

"On the 20th of December," said Mr. Dudley, "I had \$2,600 in my pocket. On the 21st or 22nd, I had \$3,100 in my pocket."

"Q. Where did you get this additional amount (Reply stricken out.)

"I didn't get any of this other money from Clarke Bros & Co," said Mr. Dudley, "my deposits here were from Clarke Bros. & Co., and Lehman and represented my commissions for the month of December."

"He said he put over \$1,600 of this money, which he had in his pockets the day he left Columbia, on his debts, put 1,000 in the hands of friends in Lexington for investments in the business in which he is at present engaged and loaned out some."

"Another check dated January 17, was exhibited and identified for \$200, payable to the Columbia Hotel."

"What was that for A. To apply to my account at the hotel."

"Another check dated January 19, for \$625 was identified. Mr. Dudley said it was drawn for no special purpose, just for cash."

"Q. A check was submitted and identified for \$600, drawn January 24. What disposition was made of that money? A. It was not for any special purpose. I just didn't want my balance at the bank to be too large."

The conclusion of Mr. Dudley's testimony was ended in the reports as follows: "Mr. Dudley said he had never used a cent of money for the purpose of advancing his interests with the board of directors of the State dispensary."

Mr. Dudley's Affidavit (1909.)

"State of Kentucky, County of Fayette. The affiant, C. W. Dudley, states that he represented several liquor dealers in the State of South Carolina during and for several years prior to 1906, for the purpose of procuring orders for liquors for the State dispensary. He states that during parts of said time, J. B. Willie was a member of the board of directors of the State dispensary."

"Affiant states that about the month of October, 1906, through the efforts and by arrangements with the said Willie, he procured an order from said State dispensary for a quantity of liquor to be sold and furnished by the Live Oak Distilling company, of Cincinnati, Ohio."

"Affiant states that he paid to the said Willie the sum of \$1,060 as a commission for procuring the purchase of said liquors, that amount being demanded by said Willie, who was, at said time, a member of the board of directors of the State dispensary."

"Affiant states that about December, 1906, he procured an order for the purchase of certain liquors by the State dispensary from Clarke Brothers' company, of Peoria, Ill. He states that he was paid as commission for procuring said order, the sum of \$6,225 by W. E. Hull, that being the total amount of commissions paid him on account of the goods so purchased, and which were retained by the commission. He states that he divided his said commissions with the three members of the board of directors of the State dispensary, to wit: John Black, J. W. Rawlinson and J. B. Willie, as a consideration for their making said purchase. Affiant does not remember the exact amount paid them, but Black was paid approximately \$2,200, Rawlinson \$1,200 and Willie \$1,200."

"Affiant states that while H. H. Evans was a member of the board of directors of the State dispensary he paid the said H. H. Evans \$1,500, to aid him in his campaign for re-election to said board of directors. This was in 1905, or early in 1906."

"Affiants states that this was the only amount he remembers to have paid said Evans, but he might have paid him other sums."

"Affiant states that he has been practically confined to his bed for fifteen months having sustained a paralytic stroke complicated with other troubles. He states that he suffered constant pain and is now confined to his bed in the Good Samaritan Hospital, at Lexington, Ky., under the care of a physician and nurses. He states that he is unable to travel, and it is a matter of impossibility for him to go to South Carolina or to take any trip whatever; that he was able with great difficulty to come to Lexington from Chicago, and is now worse, and unable to leave his bed."

"Affiant states that he had other transactions with the members of the board of the State dispensary, but he is now unable to recall the details of same."

(Signed) "C. W. Dudley.
Subscribed and sworn to before me by C. D. Dudley, this 4th day of June, 1909."

"W. Worthington,
Notary Public, Fayette County, Ky."